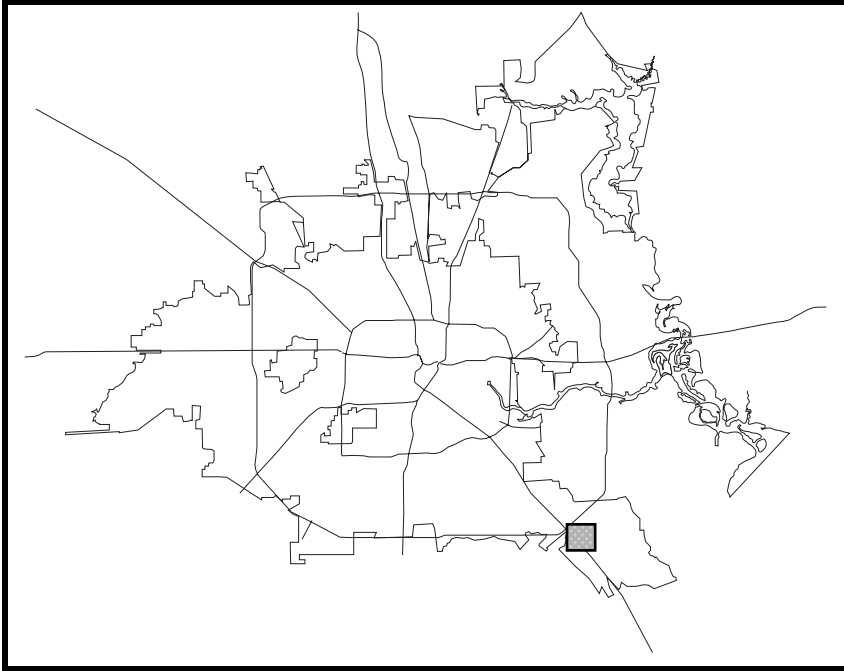


# PC ACTION

## 1. *Boone Street / Ellington Field North Access*



**APPLICANT:** Houston Airport System

**KEY MAP:** 577 X

**LAMBERT:** 5851

**JURISDICTION:** City, Harris Co.

**PROPOSAL:** To realign and reclassify Boone Street (Ellington Field North Access Road). The realignment will extend from State Highway 3 (Old Galveston Road) to Beltway 8 west of its present alignment. The reclassification will be from major thoroughfare to a major collector street with a right-of-way width of 80 feet.

**APPLICANT JUSTIFICATION:**

(See attached HAS letter)

**STAFF RECOMMENDATION:** REALIGN and RECLASSIFY Boone Street / Ellington Field North Access Road between State Highway 3 (Old Galveston Road) and Beltway 8 as an 80 foot major collector street. Also, we recommend that Burke be REALIGNED between Genoa-Red Bluff and Beltway 8 centerline tying to the newly realigned Boone Street. Burke will remain a 100 foot right-of-way.

**PC ACTION:** REALIGN and RECLASSIFY Boone Street / Ellington Field North Access Road between State Highway 3 (Old Galveston Road) and Beltway 8 as an 80 foot major collector street. Also, we recommend that Burke be REALIGNED between Genoa-Red Bluff and Beltway 8 centerline tying to the newly realigned Boone Street. Burke will remain a 100 foot right-of-way

**JUSTIFICATION:** Boone / North Access is an important part of the Houston Airport System's Ellington Field Master Plan. It will provide access to airport and military-operated facilities in case the SH 3 entrances are obstructed or closed. Extending Boone north to align with Burke will open

# PC ACTION

access to the City of Pasadena and Fairmont Parkway. Fairmont Parkway is a significant east-west thoroughfare extending between IH-45 and SH 146 in LaPorte. Within Ellington Field boundaries moving the major collector to the west will consolidate DoD property on the east side. This is recommended as a security measure for their facilities.

## FACTORS ASSESSED: History, Platting, and Right-of-way

The Ellington Field Master Plan completed in 2004 calls for a North Access Road (Boone Street) that would provide an additional entrance/exit between the airport and Beltway 8. This connection would provide access to and from the airport and military-operated facilities in case the SH 3 entrances are obstructed or closed. It would provide access between the airport and the City of Pasadena through the extension of Burke Road. And it would provide a direct connection between the airport and the regional freeway system. Initially, the North Access Road will intersect the southern frontage road with a future extension across Beltway 8 for access to and from the westbound lanes of Beltway 8 and Burke Road in the City of Pasadena.

Aerospace Boulevard, within EFD serves as the circulator for internal traffic. North Access Road will link up with Aerospace Boulevard through a connection with Perrie Street. From this junction North Access will travel westerly. Creating a perimeter street North Access will then turn north and connect with the southern frontage road of Beltway 8.

The City operates EFD, as a joint use civil / military airport. Ellington now supports the operations of the United States military, NASA, Continental Express, United Parcel Service and general aviation. The airport is home to the largest flying club in Texas and is the site of the annual Wings Over Houston Air Show. To accommodate security issues for United States Department of Defense (DoD) facilities on base westerly movement of Boone Street corridor is necessary.

In 2003 the Ellington Bypass was added to the MTFP in accordance with the EFD master plan, at that time still in draft form. The purpose for Ellington Bypass was: 1) to separate future airport and realign traffic from Clear Lake City neighborhood traffic, and 2) to provide greater access to future light industrial / warehouse development on the eastern portion of the airfield.

Subdivision Plat Name	Approval Date	Key Map	Land Use	Ac	Lots	Units
Bakers Subdivision	June 26, 2003	577N	Commercial	3.64	0	0
Bakers Subdivision GP		577P	General Plan	13.67	1	0
Clean Harbors Subdivision	April 21, 2005	577Q	Commercial	16.21	0	0
Clearview Village GP	July 14, 2005	577W	General Plan	137.40	0	0
Clearview Village Sec 1	July 14, 2005	577W	SF Residential (public street)	17.40	77	0
Clearview Village Sec 2	July 14, 2005	577W	SF Residential (public street)	18.20	106	0
Clearview Village Sec 3	February 2, 2006	577W	SF Residential (public street)	21.70	127	0
Clearview Village Sec 4	February 2, 2006	577W	SF Residential (public street)	11.50	58	0
Clearview Village Sec 5	February 2, 2006	577W	SF Residential (public street)	18.80	100	0
Conklin Estates	July 12, 2001	577S	Commercial	11.57	0	
Gulf Fields GP	September 16, 2004	577W	General Plan	136.80	0	0
Gulf Fields Sec 1	May 27, 2004	577W	SF Residential (public street)	20.20	79	0
Gulf Fields Sec 2	September 16, 2004	577W	SF Residential (public street)	10.00	80	0
Gulf Fields Sec 3	September 16, 2004	577W	SF Residential (public street)	5.50	2	0
Gulf Fields Sec 4	September 16, 2004	577W	SF Residential (public street)	15.50	65	0
HCMUD no 410 Lift Station Site no 1	January 19, 2006	577W	Transportation and Utility	0.27	0	0
Meadows at Clearview Sec 1	March 10, 2005	577W	SF Residential (public street)	18.43	76	0

# PC ACTION

Pasadena ISD Agricultural Facility Genoa Red Bluff	September 6, 2001	577N	Public and Institutional	16.95	0	
Pasadena ISD Agricultural Facility No 2	November 15, 2001	577N	SF Residential (public street)	14.66		
Southdown Trace GP	December 9, 2004	576V	SF Residential (public street)	69.30	0	0
Southdown Trace Sec 1	December 9, 2004	576V	SF Residential (public street)	27.25	71	0
Southdown Trace Sec 2	March 24, 2005	577S	SF Residential (public street)	10.49	79	0
Southway GP	March 21, 2002	576V	SF Residential (public street)	87.40	0	0
Southway Sec 1	September 6, 2001	576V	SF Residential (public street)	20.04	63	
Southway Sec 2	March 7, 2002	576V	SF Residential (public street)	10.10	57	
Southway Sec 3	March 7, 2002	576V	SF Residential (public street)	10.50	81	0
Southway Sec 4	February 6, 2003	576V	Unrestricted	25.07	0	0
Southway Sec 5	September 30, 2004	576V	SF Residential (public street)	7.21	54	0
Southway Sec 5 replat no 1 (PH041306)	March 16, 2006	576V	SF Residential (public street)	7.21	54	0
Southway Sec 6	November 3, 2005	576V	SF Residential (public street)	11.51	85	0
Southway Sec 7	March 16, 2006	577S	SF Residential (public street)	13.53	93	0
Travis Estates Subdivision Sec 1	February 10, 2005	577N	SF Residential (public street)	2.41	12	0
Turbo Services Addition	June 14, 2001	577N	Unrestricted	4.13	0	0

## RIGHT-OF-WAY STATUS

Since the 1957 Major Thoroughfare and Freeway Plan adoption it has been intended that Ellington Field be surrounded by major thoroughfares. Space Center and El Dorado on the east, South Belt on the north, State Highway 3 on the west, and Clear Lake City on the south have been designated major thoroughfares. In 1969 an unnamed east-west thoroughfare was added to the MTFP. It was identified as 'to be acquired' and ran parallel to Genoa – Red Bluff. In 1986 this unnamed thoroughfare was deleted from the MTFP. In 1995 the extension of Burke Street in Pasadena was included in the MTFP. It extended to Beltway 8. In 1996, Boone Street, or Ellington Field North Access Road, was included in the MTFP extending from Beltway 8 to SH 3. The alignment south of Beltway 8 bisected the Pasadena Ellington Golf Course before exiting the Ellington property at FM 1959 (Dixie Farm).

Street	Segment	Classification	Status
Ellington	Genoa Red Bluff to FM 2553	P - 6 - 170	Sufficient width
Ellington	FM 2553 to FM 1959	P - 6 - 100	Sufficient width
Ellington	FM 1959 to Clear Lake City Blvd	P - 6 - 100	Sufficient width
Ellington	Clear Lake City to El Dorado	P - 6 - 100	Sufficient width
Clear Lake City	E. City Limit to Eldorado	P - 6 - 120	Sufficient width
Clear Lake City	Eldorado to Horsepen Bayou	P - 6 - 120	Sufficient width
Clear Lake City	Horsepen Bayou to Space Center	P - 6 - 120	Sufficient width
Clear Lake City	Space Center to El Camino Real	P - 6 - 120	Sufficient width
Clear Lake City	El Camino Real to Galveston Rd	P - 6 - 120	Sufficient width
Clear Lake City	Galveston Rd to Gulf Fwy	P - 6 - 120	Sufficient width
Genoa Red Bluff	Galveston Rd. to Allen-Genoa Rd.	T - 4 - 100	To be widened
Genoa Red Bluff	Allen-Genoa Rd. to Burke	T - 4 - 100	To be widened
Genoa Red Bluff	Burke to South Belt	T - 4 - 100	To be widened
Genoa Red Bluff	South Belt to Space Center	T - 4 - 100	To be widened
Genoa Red Bluff	Space Center to El Dorado	T - 4 - 100	To be widened

PC ACTION

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Genoa Red Bluff	El Dorado to Pasadena City Limit	T -	4	- 100	To be widened
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# PC ACTION

## City of Houston, Capital Improvement Plan

Year	Proj No	Street	Description	Amount
FY07	N-0702	Genoa Red Bluff	Paving Beltway 8 to Space Center/Jana	6,300,000

Source:

*City of Houston, 2006-2010 Capital Improvement Plan*

Existing rights-of-way all show to be of sufficient width except for Genoa – Red Bluff. Here the SH 3 to Pasadena city limit segment is designated as '*to be widened.*' Pasadena's northern city limits line runs along the Genoa – Red Bluff north right-of-way line. Widening for Genoa – Red Bluff will have to come from the south side of the existing right-of-way. Currently the paving section accommodates two lanes of traffic in a 60-foot right-of-way.

### SPACING

Currently, all public access to Ellington Field is provided by three entrances from SH 3 at Hilliard Street, Challenger 7 Parkway and Brantley Street. In 2003 Ellington Bypass was added as a designated major thoroughfare along the southern boundary of the airport property connecting Space Center Boulevard and SH 3. Once completed this will provide a public traffic route around the eastern perimeter of the airport between SH 3 and Genoa-Red Bluff. These four access points cross the Burlington Northern-Santa Fe Railroad tracks that parallel SH 3.

The spacing of thoroughfares around Ellington Field is evenly distributed and takes into account land uses ranging from commercial / light industrial to residential neighborhoods. Clear Lake City residential neighborhoods form the southern boundary of the Ellington Field complex. Along Clear Lake City the thoroughfare spacings between SH 3 and El Camino Real, Space Center, and El Dorado are 0.625, 0.875 and 1.875 miles, respectively.

SH 3 forms the western boundary of the Ellington Field complex. Along SH 3 the spacings between South Belt, Scarsdale, FM 1959 / Dixie Farm Road and Clear Lake City are 1.625, 1.875 and 2.75 miles, respectively.

Along the north side of the complex South Belt and Genoa – Red Bluff form its northern boundary. Future Space Center and El Dorado will run parallel north to south, east of EFD facilities. Space Center will align with Jana Road in Pasadena. El Dorado will align with Center Street in Pasadena. Both extensions will provide additional access for Ellington Field and the Clear Lake City neighborhoods to the South Belt. The spacing along Genoa – Red Bluff will be approximately one mile.

Boone Street, North Access Road would be relocated to the western side of the Pasadena Ellington Golf Course. It would provide a direct connection to the main airport complex and to Hilliard and Challenger 7 Parkway which are entry roads to EFD from SH 3. The North Access Road will intersect with Beltway 8 after the existing toll plaza allowing for a less disruptive interchange with the Beltway (east and west bound) and align with Burke which is a major roadway in Pasadena. Burke parallels the East Sam Houston Parkway and intersections with Fairmont Parkway, Vista, Spencer Highway, Pasadena Blvd., East Southmore, Red Bluff and terminates at SH 225. All have interchanges with East Sam Houston Parkway. Much of the North Access Road right-of-way will come from surplus City of Houston property that has frontage on SH 3 and abuts the Pasadena Ellington Golf Course and EFD western boundary.

# PC ACTION

Street	From	To	Street Type	Direction	Spacing
Old Galveston	Beltway 8	Scarsdale	Principal	north-south	0.62 mi
Old Galveston	Scarsdale	FM 1959	Principal	north-south	0.79 mi
Old Galveston	FM 1959	Ellington Bypass	Principal	north-south	1.27 mi
Old Galveston	Ellington Bypass	Clear Lake City	Principal	north-south	0.66 mi
Old Galveston	Clear Lake City	Pineloch	Principal	north-south	0.66 mi
Old Galveston	Pineloch	El Dorado	Principal	north-south	0.79 mi
Clear Lake City	IH 45	Old Galveston	Principal	east-west	0.96 mi
Clear Lake City	Old Galveston	El Camino Real	Principal	east-west	0.65 mi
Clear Lake City	El Camino Real	Space Center	Principal	east-west	0.78 mi
Clear Lake City	Space Center	El Dorado	Principal	east-west	1.20 mi

## MOBILITY

Access from SH 3 is impacted by Burlington Northern-Santa Fe railroad traffic. The three existing entrances cross BNSF railroad tracks at grade. Traffic is subject to train movements. In the event of an emergency at the airport, along SH 3 or along the BNSF rail line all four access points along SH 3 could be blocked. The North Access Road would provide an unobstructed public entrance and exit route from Ellington Field.

HGAC's Regional Transportation Plan identifies the road construction of Boone, between SH 3 and Burke, Burke to Fairmont Parkway as a long term project. It is estimated the project will be scheduled for construction between 2016 and 2025. The Boone-Burke extension will connect SH 3 with Fairmont Parkway and Spencer Highway, all designated "Smart Streets."

## LEVEL OF SERVICE

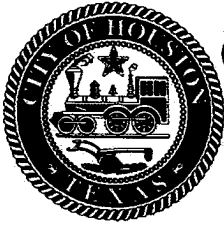
Street Name	From	To	Current VPD	LOS	2025 VPD	LOS
Galveston	Genoa Red Bluff	FM 1959	18433	F	24375	C
Galveston	FM 1959	Clear Lake City	20641	D	31269	D
Space Center	Genoa Red Bluff	Dead End			25689	D
Space Center	Clear Lake City	El Dorado	16333	F	28153	E
Genoa Red Bluff	Galveston	Burke	13593	E	10298	B
Genoa Red Bluff	Burke	Sam Houston Pkwy	9227	B	20960	D
Genoa Red Bluff	Sam Houston Pkwy	Red Bluff	15450	C	22400	C
Scarsdale	Galveston	Gulf Fwy	3590	A	13828	B
Ellington Bypass	Galveston	Space Center			265	A

## SAFETY

North Access Road interchange with Beltway 8 and alignment to Burke will allow for a smooth flow of traffic either entering or exiting EFD from the north. Security of United States Department of Defense property within EFD will be protected by moving the collector through street further to the west. Controlled access to DoD property from North Access Road will not adversely impact traffic flow on the North Access Road. Railroad crossing impacts will be minimized by this collector's addition to the overall EFD plan. As EFD complex grows and light industrial / warehouse development expands on the south, additional access points will be

# PC ACTION

necessary to circulate traffic. By providing the roadway, airport destination traffic can more easily be separated from residential neighborhood traffic.



CITY OF HOUSTON

Bill White

Mayor



HOUSTON AIRPORT SYSTEM

Richard M. Vacar, A.A.E.  
Director of Aviation

George Bush Intercontinental ~ William P. Hobby ~ Ellington Field

March 13, 2006

Marlene Gafrick  
611 Walker  
6<sup>th</sup> Floor  
Houston, TX 77002

Reference: Realignment of Boone Street (North Access Road) and downgrade from major thoroughfare to collector.

Dear Ms. Gafrick

The Houston Airport System (HAS) respectfully submits a proposal to realign the current right-of-way of the North Access Road (referred to as Boone Street on the City of Houston's Major Thoroughfare and Freeway Plan) and downgrade from a major thoroughfare to a collector. This proposal is in response to recent acquisition of property on Ellington Field by the United States Department of Defense for use as a new Armed Forces Reserve Base and the need for the HAS to preserve this right-of-way for a future thoroughfare. Below is a list of the merits for proposing to amend the Major Thoroughfare and Freeway Plan.

1. The United States Department of Defense (DoD) has expressed no interest in a future major thoroughfare on the property they have acquired on Ellington Field. Representatives of the DoD site that a public roadway on the subject property would present unacceptable security compromises for the military base.
2. The Houston Airport System has an interest in retaining the proposed right-of-way on the Major Thoroughfare and Freeway Plan as an alternative public ingress and egress route for Ellington Field. Currently, all public access to Ellington Field is provided by three entrances from the Galveston Highway at Hilliard Street, Challenger 7 Parkway and Brantly Street. However, all three access points cross the Burlington Northern-Santa Fe Railroad tracks. In the event a train became stationary on this track at the time of an emergency, the possibility exists that all three access points would be blocked. The North Access Road (Boone Street) would provide an obstruction-free public entrance and exit route from Ellington Field.
3. A large portion of the property where realignment for the North Access Road is proposed is surplus property currently held by the City of Houston. The Houston Airport System seeks dedication for the proposed realignment before this surplus property is disposed. Dedication

Council Members: Carol Alvarado Michael Berry Peter Brown Anne Clutterbuck Ada Edwards Adrian Garcia Shelley Sekula-Gibbs, M.D.  
Ronald Green Pam Holm Jarvis Johnson M.J. Khan, P.E. Toni Lawrence Sue Lovell Addie Wiseman Controller: Annise D. Parker

Houston Airport System: 16930 John F. Kennedy Blvd. Houston Texas 77032 ~ PO Box 60106 77205-0106 ~ 281 233-3000 Fax 281 233-1874  
[www.houstonairportssystem.org](http://www.houstonairportssystem.org) ~ [www.cityofhouston.gov](http://www.cityofhouston.gov)

would be less of an administrative process as opposed to dedicating right-of-way on privately-held property.

Please contact me if you have additional questions and comments.

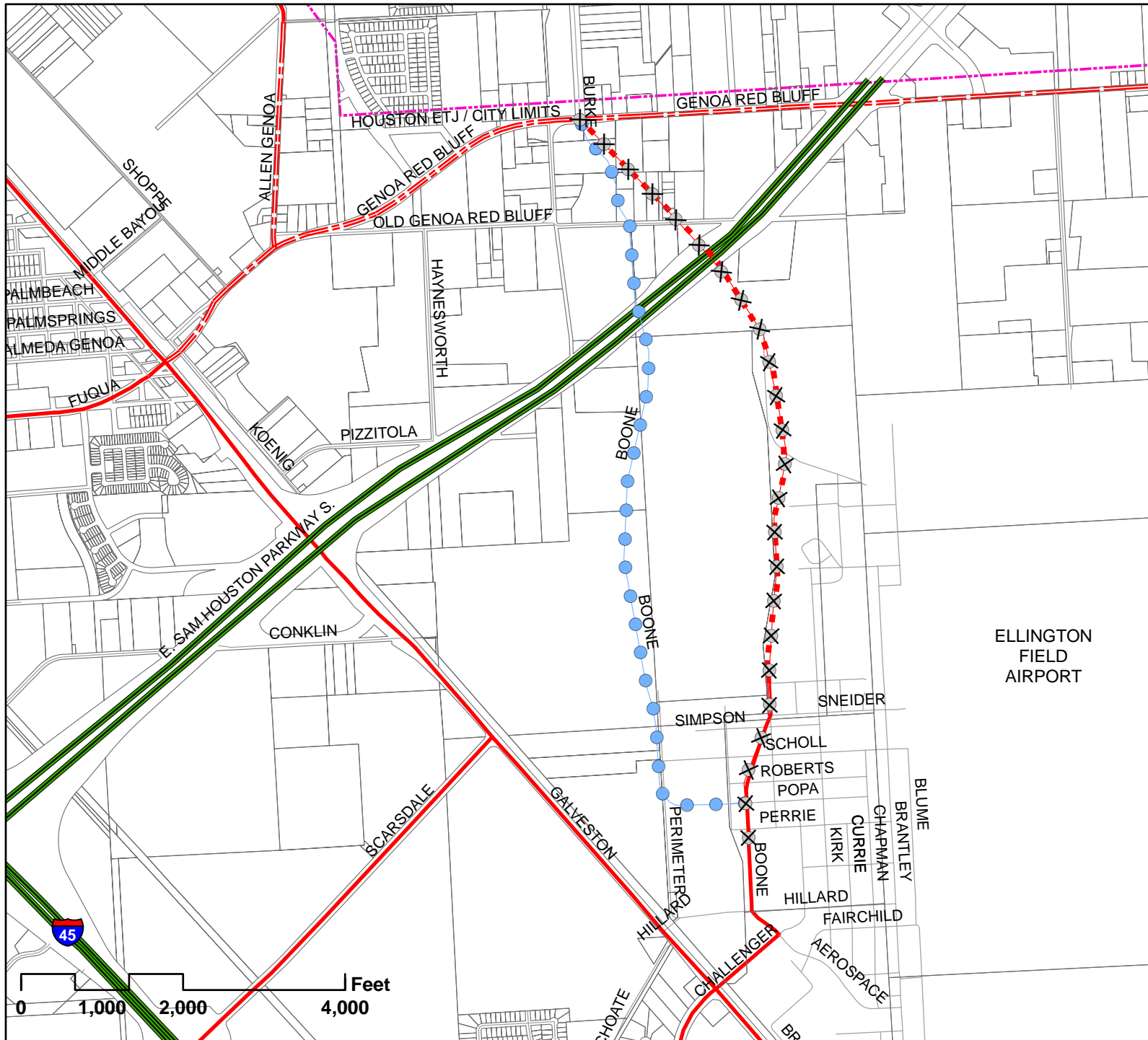
Sincerely,

Carlos Ortiz  
Senior Staff Analyst  
Chief of Long Range Planning  
Planning Division/Aviation  
Houston Airport System

CAO  
wdz

cc:

Carlos Ortiz



# **BOONE 2005 MTFP AMENDMENT** **Legend**

- Proposed Major Thoroughfare
- Realigned Major Thoroughfare
- Delete Major Thoroughfare
- Proposed Major Collector
- Local
- Proposed Freeway
- TBW Freeway
- Sufficient Width Freeway
- Sufficient Width MTF
- To be Widened MTF
- To be acquired MTF
- Sufficient Width Major Collector
- TBW Major Collector
- Proposed Major Collector
- Proposed Grand Parkway
- Houston ETJ



PLANNING & DEVELOPMENT  
DEPARTMENT,  
CITY OF HOUSTON